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York Region is committed to providing high quality services for residents and businesses, vital to maintaining and improving quality of life and economic competitiveness. Services include transit, streets, water, wastewater, waste management, energy, rail, airports, utilities, and communications operated by a variety of public and private sector agencies. The effective provision of services involves reducing demand while expanding and updating existing infrastructure. This approach requires a strong policy framework, dynamic partnerships and sustainable infrastructure investment from all levels of government. Ultimately, the goal of the Plan is to ensure that overall services align with York Region's planned growth.

York Region supports policies that are responsive and adaptable as service usage patterns continue to change. This helps to ensure residents and business infrastructure needs are addressed as York Region continues to grow and the demand for services increases. It is important to ensure that long-term plans for servicing incorporate conservation strategies and the protection of the natural environment including key natural heritage and key hydrologic features.

The policies of Chapter 6 coordinate the provision of services with the city and community building policies of the Plan. Furthermore, the policies support and implement the long-term vision of the York Region Transportation, and Water and Wastewater Master Plans, Long-Term Water Conservation Strategy and the Solid Waste Strategy (SM4RT Living Plan).

***Servicing Our Communities Goal:** To provide the services required to support York Region's residents and businesses in a financially and environmentally sustainable manner.*



6.1 MAKING EFFICIENT USE of INFRASTRUCTURE



York Region has a conservation-first approach to servicing the needs of residents. This approach aims to maximize the use of existing infrastructure while strategically leveraging future infrastructure investments. The intent is to improve the quality of life of residents by promoting healthy lifestyles while also managing the financial impacts of growth and enhancing the natural environment.

York Region's approach to transportation planning is focused on making efficient use of existing and future transportation infrastructure, while addressing impacts of a changing climate. To reduce automobile dependence, more sustainable transportation options need to be innovative, convenient, and reliable. This goal requires a combination of infrastructure investment, supportive policies and partnerships.

A compact, mixed-use urban form is required to minimize the length and number of vehicle trips and support current and future use of sustainable modes of transportation, such as transit and active transportation.

Water conservation, water demand management and efficiency measures are essential components of York Region's long-term water supply strategy. These measures help to meet new demand in a cost-effective manner. The savings resulting from water conservation and efficiency measures assist in deferring costly capital projects.

Water conservation and its efficiency is implemented through York Region's Long-term Water Conservation Strategy, a comprehensive program that aims to lower demand for water, increase the efficiency of water infrastructure through leakage reduction, support businesses through water audits, and retrofit incentives, and provide education and outreach.

The policies of this section are intended to maximize use of existing infrastructure by reducing demand, increasing conservation and efficiency.

> Objective: *To promote a reduction in the demand for services through conservation and efficiencies by maximizing the use of existing infrastructure and strategically leveraging future infrastructure investments.*

6.1 MAKING EFFICIENT USE of INFRASTRUCTURE

TRANSPORTATION

York Region's approach to transportation planning is focused on making efficient use of existing and future transportation infrastructure, and is one of the key components addressing impacts of a changing climate. At the forefront of this approach are York Region's comprehensive Transportation Demand Management and Sustainable Mobility Measures that promote walking, cycling, transit use and a per capita reduction in trips taken. To reduce automobile dependence, alternative transportation options need to be innovative, convenient, and reliable. Diverting automobile trips towards more sustainable modes of transportation will improve travel options, enhance air quality, and protect York Region's natural heritage. This goal requires a combination of infrastructure investment, supportive policies, and partnerships.

The policies of this section are intended to promote and enhance alternative modes of transportation.

➤ **Objective:** *To provide a full range of transportation facilities throughout York Region, while reducing automobile dependence by enhancing opportunities for residents and workers to walk, cycle, take transit and carpool.*

TRANSPORTATION POLICIES:

It is the policy of Council:

6.1.1 To prioritize *active transportation*, transit, and goods movement and require that *Transportation Demand Management* measures to reduce single occupancy automobile trips are identified in transportation studies and in *development* applications.

6.1.2 To monitor the provision of parking across York Region, consistent with policy 2.3.19 of the Plan.

6.1.3 To require *development* applications to complete a *Mobility Plan* to demonstrate how the proposed *development* is designed to support a *transportation system* for all users.

6.1.4 To require local municipalities to consider *major trip generators* and to strengthen land use and site design policies that promote *multimodal* access to destinations and sustainable modes of transportation, including walking, cycling, transit, and carpooling.

6.1.5 To continue to work with local municipalities and external agencies to develop programs and initiatives that encourage transportation options other than single occupancy vehicles, including transportation network options that are multi-modal and include inter-connections between modes.

Sustainable Non-auto Mode Split

The proportion of trips by sustainable mode (i.e. walking, cycling, conventional transit, rapid transit, GO rail and carpool) out of total trips by all modes, for a given time period. York Region seeks to increase non-auto mode split, particularly during rush hours.

6.1 MAKING EFFICIENT USE of INFRASTRUCTURE

WATER and WASTEWATER

York Region is committed to providing long-term water and wastewater services to its communities that are safe, well-managed, sustainable and delivered in a financially responsible manner, in addition to ensuring that York Region’s environment is protected and enhanced. It is York Region’s goal that the delivery of works and services be integrated with York Region’s other infrastructure, planning and growth management responsibilities.

The policies of this section support the sustainability principles within the York Region Water and Wastewater Master Plan, and promote conservation and efficient use of water and wastewater services.

➤ **Objective:** *To deliver safe, clean drinking water and provide long-term water and wastewater services to York Region’s communities that are safe, well-managed, and sustainable.*

WATER and WASTEWATER POLICIES:

It is the policy of Council:

6.1.6 To investigate full cost pricing of water, in cooperation with local municipalities, to encourage water conservation and facilitate system improvements.

6.1.7 To promote the implementation of water efficiency innovations such as water reuse systems, rainwater harvesting and innovative stormwater management technologies with local municipalities and conservation authorities.

6.1.8 To investigate innovative wastewater treatment technologies and approaches including grey water reuse, naturalized wastewater treatment and water recycling in residential, commercial, institutional and industrial uses.

6.1.9 To require that plans for servicing incorporate conservation strategies and the protection of the natural environment including *key natural heritage* and *key hydrologic features*, subject to other policies of the Plan.

York Region’s Long-Term Water Conservation Strategy Objectives:

- › Promote responsible use of water as a resource
- › Apply a One Water approach to enhance water system sustainability and drive efficiency
- › Reduce water consumption as population increases for sustainable long-term servicing
- › Be a water efficiency and conservation influencer for the industry and regulatory partners





6.2 GROWTH and INFRASTRUCTURE ALIGNMENT

A key strategy of the Plan is the alignment of growth with the timing and delivery of Regional infrastructure and the importance of ensuring that this infrastructure is phased appropriately so that planning for infrastructure is financially viable over its lifecycle, and available to meet current and projected needs.

There is alignment between the Plan and York Region's Water and Wastewater, and Transportation Master Plans. York Region works in partnership with local municipalities and other stakeholders to ensure the proper and orderly provision of new infrastructure. The policies of this section are intended to provide for careful coordination of infrastructure with growth and a financially sustainable approach to the provision of new infrastructure.

➤ *Objective: To ensure that the timing and delivery of water and wastewater and transportation infrastructure are phased to maintain financial sustainability.*

GROWTH and INFRASTRUCTURE ALIGNMENT POLICIES:

It is the policy of Council:

6.2.1 To ensure that the provision of Regional *infrastructure* is coordinated with the integrated growth management policies in Section 2.2 and phasing policies in Section 4.2 of the Plan and policy 4.4.27.

6.2.2 That the delivery and operation of Regional *infrastructure* required to support growth be phased in a manner which is consistent with York Region's Water and Wastewater and Transportation Master Plans and maintains York Region's financial sustainability.

6.2.3 That York Region work with local municipalities to ensure that growth is aligned with the timing and delivery of *infrastructure* by:

- a. coordinating Regional and local Infrastructure Master Plans and Official Plan updates;
- b. integrating growth-related *infrastructure* phasing plans with asset renewal plans;
- c. monitoring and adjusting the timing of *infrastructure* delivery in the Capital Budget to align with actual growth and the Regional Fiscal Strategy;
- d. prioritizing *infrastructure* required to support areas proposed to accommodate growth in a manner that promotes the achievement of other policies and/or targets of the Plan; and
- e. regularly monitoring system performance and capacity utilization, and prioritizing growth in areas where *infrastructure* may be underutilized.

6.2.4 To review and coordinate the delivery of Regional services with local municipalities, school boards, conservation authorities and agencies to ensure *infrastructure* and operational efficiencies.

6.2.5 That the Region work with local municipalities to plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

6.3 MOVING PEOPLE and GOODS



York Region is committed to implementing a comprehensive active transportation network. York Region's approach to transportation planning is focused on trip reduction, providing a range of transportation options, and shifting to more sustainable modes of transportation such as walking, cycling and transit. Active transportation provides significant environmental, health and economic benefits, including reduced traffic congestion, improved air quality, reduced infrastructure and user costs, and increased street safety.

The policies of this section identify and provide for a range of transportation options.

ACTIVE TRANSPORTATION

Prioritizing opportunities for active transportation such as walking and cycling and reducing automobile traffic can help make communities more liveable by creating an environment that is pleasant and safe with less noise and pollution. This also promotes public health through healthy lifestyles, can encourage social interaction within neighbourhoods, and create a stronger sense of community. The policies of this section provide an overall strategy for promoting and encouraging active transportation modes.

➤ **Objective:** *To create an active transportation system that promotes active transportation modes.*

ACTIVE TRANSPORTATION POLICIES:

It is the policy of Council:

6.3.1 To apply the principles and objectives and policies of the Transportation Master Plan to support the implementation of the Regional pedestrian and cycling network in partnership with local municipalities and other stakeholders.

6.3.2 To implement the Regional Cycling Network shown on *Maps 9A* and *9B* to enhance Regional transportation *multimodal* efficiency by placing priority on improving connections to facilitate *active transportation* and community connectivity.

6.3.3 To provide connected, comfortable, safe and accessible pedestrian and cycling facilities that meet the needs of York Region's residents and workers, including children, youth, seniors and people of all abilities, with continuous linkages between strategic growth areas, adjacent neighbourhoods, *major trip generators*, and transit stations.

6.3.4 To require local municipalities to include policies in local official plans and *secondary plans*, which require sidewalks, streetlighting and street furniture within the Urban Area and Towns and Villages as a condition of *development*.

6.3.5 To integrate pedestrian, cycling and transit activities through improvements such as bicycle racks and storage at transit stops, bicycle racks on buses, and improved access for pedestrians and bicycles at transit stops, commuter lots, park and ride facilities, stations and terminals, where warranted.

6.3 MOVING PEOPLE and GOODS

Bicycle-friendly facilities for a business may include:

- > covered and locked spaces or bicycle racks for bicycle storage
- > bicycle wash stations
- > emergency or pay phones
- > showers and lockers
- > security cameras
- > laundry facilities

and provide information on:

- > safe cycling
- > repair shops
- > benefits of cycling
- > bicycle-friendly local businesses
- > bicycle routes

It is the policy of Council:

6.3.6 To require local municipalities to include pedestrian and cycling connections where appropriate as a condition of *development*. Connections could include, but not limited to:

- Interconnections between local streets, cul-de-sacs, and across green spaces;
- Connections between *developments* and adjacent sidewalks;
- Connections across commercial *developments*; and,
- Easements across condominium *developments*.

6.3.7 To require the *development* and implementation of local municipal pedestrian and cycling master plans.

6.3.8 To coordinate Regional and local pedestrian and cycling networks to protect, enhance and connect to the Regional Greenlands trails system, where appropriate.

6.3.9 To encourage the preservation and reuse of abandoned railway rights-of-way for public uses that maintain the corridor's integrity and continuous linear characteristics through uses such as trails, cycling paths and transit, where appropriate.

6.3.10 To continue developing and promoting the Regional scale pedestrian and cycling network such as the Lake to Lake Cycling Route and Walking Trail and the South York Greenway Cycling, Pedestrian and Micro-Mobility Corridor in partnership with local and neighbouring municipalities.



6.3 MOVING PEOPLE and GOODS

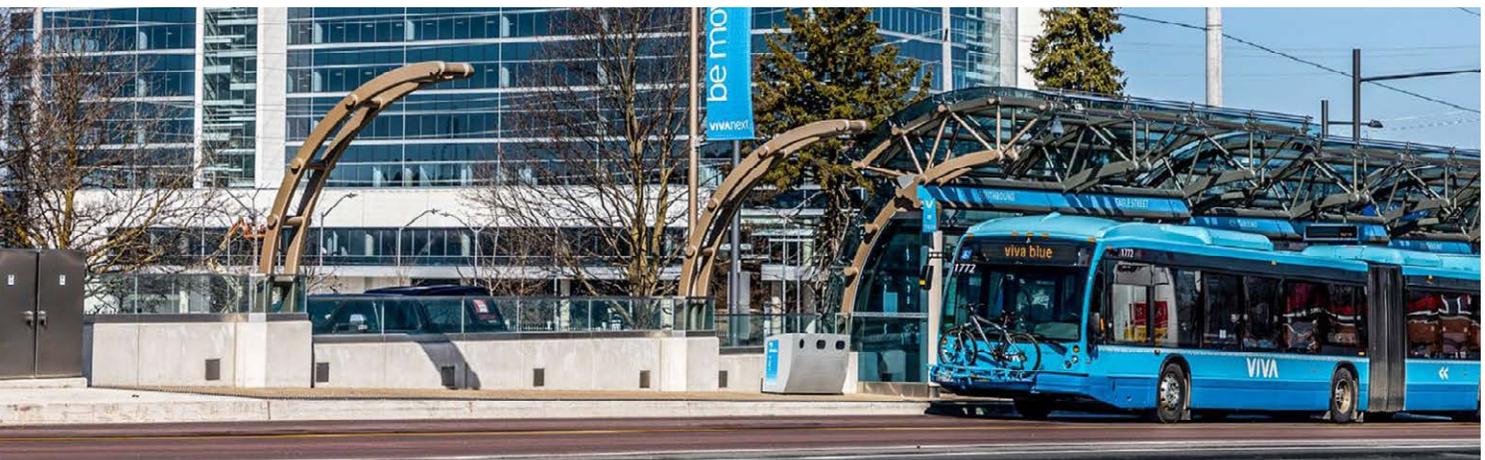
TRANSIT

An expanded, comprehensive and interconnected public transit system is required, both to reduce vehicular traffic and to provide efficient and convenient access to housing, jobs and services. A well-integrated public transit system in York Region is essential to maintain and enhance the quality of life for residents and workers. A compact, mixed-use built form will encourage and support a higher level of transit service, while helping to reduce the overall average trip length required for work, shopping, school, recreation and other purposes. The York Region Transportation Master Plan sets the long-term objectives for rapid transit that form the basis for the transit network.

The establishment of subway routes and a series of rapid transit corridors are the cornerstones of York Region's transit network. This system complements a comprehensive active transportation network, expanded Metrolinx rail and bus service, an aggressive Transportation Demand Management program and the development of transit-supportive complete communities.

York Region's continued commitment to improving transit services in partnership with local municipalities, Metrolinx, the Toronto Transit Commission and other connecting transit agencies, the Province, Federal government and other stakeholders is consistent with the Growth Plan, the Metrolinx Regional Transportation Plan, and other relevant plans/policies. The policies of this section provide a comprehensive strategy for achieving a wide range of transit alternatives.

Objective: *To provide transit service that is convenient and accessible to all residents and workers of York Region.*



6.3 MOVING PEOPLE and GOODS

TRANSIT POLICIES:

It is the policy of Council:

- 6.3.11** To recognize transit as a Regional strategic investment priority supporting the economy and a key element to supporting York Region's *transportation system* planning and urban structure.
- 6.3.12** To develop effective transit services which support integration by providing connection points for inter- and intra-regional transit and connections between the Urban Area and Towns and Villages.
- 6.3.13** To protect for and develop transit corridors and related *infrastructure* necessary to establish the York Region Transit Network as illustrated on *Map 10*.
- 6.3.14** To expand transit service to areas with existing and planned *transit-supportive* densities, including working with partners on:
- a. Subway line extensions;
 - b. Heavy rail;
 - c. 400 series express bus services on Transitways; and
 - d. Rapid transit (bus/light rail).
- 6.3.15** To provide preferential treatment for transit vehicles on Regional streets, including the construction of *high-occupancy vehicle lanes*, dedicated transit lanes, transit signal priority and other transit priority measures.
- 6.3.16** To achieve higher transit usage by supporting improvements in service, convenient access, connectivity and urban design, including the following:
- a. Minimizing walking distance to planned and existing transit stops through measures such as the provision of walkways, sidewalks and more direct street patterns;
 - b. Connecting transit stops directly to sidewalks and adjacent buildings in the Urban Area and Towns and Villages;
 - c. Providing bus bays, transit shelters and bus loops with sufficient lighting and accessibility features where warranted as identified by Transit Service Guidelines;
 - d. Directing medium- and high-density urban *development* to major transit corridors;
 - e. Creating an efficient system for parking and drop-off facilities for commuters;
 - f. Providing intermodal terminals or hubs;
 - g. Providing transit service on mid-block collector streets;
 - h. Giving priority to *active transportation* users accessing transit through the planning and *development* approvals process;
 - i. Applying industry, Provincial, and Regional best practices and guidelines in the review and evaluation of *development* applications and related studies; and,
 - j. Requiring that *development* applications include a *mobility plan* that addresses the criteria in policies 2.3.17 and 4.2.16.

6.3 MOVING PEOPLE and GOODS

6.3.17 To require local municipalities to:

- a. Provide *active transportation* facilities, sidewalks, street lighting and street furniture along Regional roads serviced by transit; and,
- b. Ensure that sidewalks and street lighting are provided on both sides of all streets within the Urban Area, and Towns and Villages that are serviced by transit.

6.3.18 That for the purpose of implementing the Transit Network shown on *Map 10*, as a condition of approval of a *development* application, in accordance with the *Planning Act*, York Region may require the necessary lands for public transit rights-of-way and related facilities through dedication at no expense to York Region.

6.3.19 To support the Transit Network shown on *Map 10* by securing lands in accordance with policy 6.3.18 of the Plan, for facilities such as:

- a. Transit stations including intermodal terminals, mobility hubs, subway, bus and light rail stations and related passenger drop-off and commuter parking lots;
- b. Related surface and sub-surface transit *infrastructure*, including vent shafts, transformer stations, turning loops, transit stations, emergency exits, *transit operation and maintenance facilities*, passenger standing pads and passenger pick-up and drop-off areas, electrical and electronic *infrastructure* and passenger safety facilities; and,
- c. *Active transportation* facilities to support users including pedestrians and cyclists.

6.3.20 That the Transit Network shown on *Map 10* is further described in one or more of the following documents:

- a. York Region Transportation Master Plan;
- b. Approved environmental assessments or approved transit project assessments;
- c. York Region Transit Annual Transit Initiatives; and
- d. York Region Transit's (YRT) transit service guidelines.

6.3.21 To provide accessible and integrated public transit to accommodate people of all abilities and ages.

6.3.22 To require local municipalities to include policies in local official plans to support implementation of the Transit Network shown on *Map 10*, consistent with the policies of the Plan.

6.3.23 To coordinate the planning, integration, improvement and operation of existing and potential new transit services, including fares with local municipalities, the Toronto Transit Commission, the Province, Metrolinx and neighbouring transit agencies.

6.3.24 To work with Provincial and Federal governments, local municipalities, the Toronto Transit Commission and other peer transit agencies, Metrolinx and adjacent municipalities to encourage sustainable capital and operational funding and tools to support transit.

6.3 MOVING PEOPLE and GOODS

COMPLETE STREETS

The street network in York Region is comprised of a system of urban and rural streets, and highways owned and operated by local municipalities, York Region and the Province. The street network is an essential component of York Region's overall transportation system. Regional streets accommodate a wide variety of uses including active and sustainable transportation options, transit, automobile and goods movement.

There is a strong relationship between transportation and urban form. Where streets travel through urban communities, streetscapes need to be designed to encourage active transportation and transit uses. Effective urban form is also essential in creating vibrant streetscapes that will attract commerce and enhance recreational use.

➤ **Objective:** *To plan, protect and design a Regional street network that accommodates all modes of transportation and supports the efficient movement of goods*

COMPLETE STREETS POLICIES:

It is the policy of Council:

6.3.25 To recognize that all existing and planned regional arterial roads are designed, refurbished, or reconstructed to accommodate all vehicles and modes of travel including passenger vehicles, goods movement, transit, *active transportation* and users of all ages and abilities.

6.3.26 That the hierarchy of streets on *Map 11* supports York Region's urban structure. These corridors are to accommodate and provide connectivity for all modes of transportation including *active transportation*, transit users, automobile use and the movement of goods, public and private utilities, and on-street parking where appropriate.



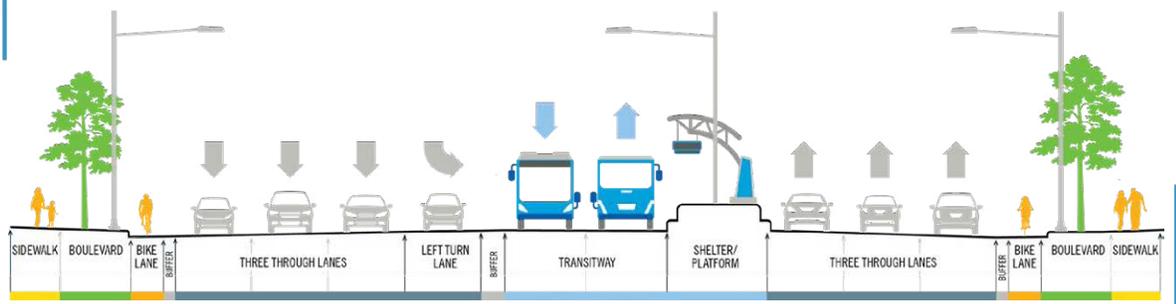
6.3 MOVING PEOPLE and GOODS

6.3.27 To implement the street network identified on [Map 11](#), based on the following:

- The York Region Transportation Master Plan and the Capital Budget;
- The completion of the necessary planning and *Environmental Assessment* studies for each project;
- Street improvement projects that take into account the needs and requirements of all forms of transportation including *active transportation*, transit users, automobiles, commuter rail, and goods movement;
- Prioritizing the needs of transit users and the integration of adjacent land uses in Regional Centres and Corridors, to promote these *sustainable* forms of transportation over single-occupant automobiles; and
- Facilitating improved inter-modal linkages between and within local municipalities and surrounding areas and other jurisdictions.

6.3.28 To implement transit improvements on urban streets as identified on [Map 10](#) and [Map 11](#), which may include transit lanes, *high-occupancy vehicle lanes*, queue jump lanes, cycling facilities and other transit signal priority needs to support an integrated mobility network.

Typical Rapid Transit Corridor Cross-Section



COMPLETE STREETS POLICIES (continued):

It is the policy of Council:

6.3.29 To require transit or *high-occupancy vehicle lanes* and cycling facilities within the right-of-way of existing and future 6-lane Regional streets, as appropriate based on established thresholds and criteria.

6.3.30 That street widenings and proposed Regional roads shall be in accordance with the policies of Chapter 3 and shall protect and enhance the Regional Greenlands System.

6.3.31 That priority be given to protecting existing heritage streetscapes.

6.3.32 That the planned street widths shown in [Map 11](#) represent the required street widths under the Plan and may include York Region's transportation and transit requirements for vehicle lanes, sidewalks, cycling facilities, *high-occupancy-vehicle lanes*, public transit lanes and transit facilities (including shelters but not necessarily including those facilities referenced in policy 6.3.19 of the Plan), boulevards, landscaping and public streetscape enhancements.

Notwithstanding the above:

- Additional widths may be required for elements such as sight/daylight triangles, turning lanes, cuts, fills and extra turn lanes; and,
- Where planned street widths greater than 41m right-of-way, the street widths shown on [Map 11](#) shall include exclusive left and/or right turn lanes.

6.3 MOVING PEOPLE and GOODS

6.3.33 That as a condition of the approval of a *development* application, landowners are required to provide land at no expense to York Region for street widenings, as identified on *Map 11*, based on the following principles, and in accordance with the *Planning Act*:

- a. That land will be conveyed to York Region for street widenings, sight triangles, cuts, fills, exclusive left and/or right turn lanes, and extra turn lanes required as a result of new growth and *development*, changes in use that generate significant traffic volumes, or additions that substantially increase the size or usability of buildings or structures;
- b. That in general, street widenings shall be taken equally from the existing or approved *Environmental Assessment* centre line of construction; however unequal or reduced widenings may be required where constraints or unique conditions such as topographic features, historic buildings or other *cultural heritage resources* such as archaeological features, significant environmental concerns or other unique conditions necessitate taking a greater widening or the total widening on one side of the existing street right-of-way; and
- c. That additional land may also be required to construct future grade separations.

6.3.34 That in cases where a street widening results in a greater requirement for land on one side of the existing right-of-way based on the centre line of construction, which extends beyond the road allowance width identified on *Map 11*, and if the constraint is the result of existing or approved *development*, man-made physical obstructions which cannot reasonably be relocated, or other *development* related constraint York Region will, unless otherwise agreed to, compensate the landowner for those lands in excess of the planned road allowance limit.

6.3.35 That land required for new or realigned Regional roads to accommodate land *development* be conveyed, at no expense to York Region, up to and including the first 41 metres of the required right-of-way.

6.3.36 To limit direct vehicle access from *developments* adjacent to Regional roads by:

- a. Providing connections to local streets; and,
- b. Creating shared driveways by creating interconnections between adjacent properties.

6.3.37 To plan for and protect Provincial corridors and rights-of-way for transportation and transit facilities as defined through an *Environmental Assessment* process, or otherwise identified in Provincial plans to meet current and projected needs and not permit *development* in such *Planned Corridors - Transportation* that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified or is actively being planned.

6.3.38 To plan and design existing and future Regional streets in a manner that prepares for the impacts of a changing climate.

6.3.39 That as an *Environmental Assessment Act* process progresses, any related official plan or *secondary plan* may, in consultation with the proponent, include provisions for the phased release of lands that are appropriate to the *Environmental Assessment* process.

6.3.40 To work with the Province and local municipalities to plan for and protect for the following corridors and facilities as shown on *Map 10*:

- a. Highway 427 north to the Highway 413 Corridor;
- b. Highway 404 north beyond Ravenshoe Road to the Highway 48/Highway 12 junction;
- c. Highway 400-404 Link (the Bradford Bypass);
- d. the Highway 413 Corridor;
- e. Interchanges, mid-block crossings and interchange ramp-extensions on 400-series highways; and,
- f. Regional and other arterial street crossings as identified in the York Region Transportation Master Plan;
- g. 407 Transitway.

Local municipalities, shall develop official plan policies that provide corridor protection to ensure that *development* applications will not predetermine or preclude the planning and/or implementation of the above noted transportation facilities.

6.3 MOVING PEOPLE and GOODS

6.3.41 To require local municipalities to plan, design and construct finer grid street networks to accommodate and support transit facilities and sustainable transportation options.

6.3.42 That arterial streets identified on [Map 11](#) currently not part of the Regional street network, or those arterial streets otherwise identified to serve a Regional function, may be considered for a transfer in jurisdiction to York Region, and such a transfer shall not require an amendment to the Plan.

6.3.43 To require local municipalities, in local official plans and [secondary plans](#), to protect arterial streets under local jurisdiction, as illustrated on [Map 11](#), as major transportation corridors.

6.3.44 To require local municipalities to plan for, protect, and implement, including land takings necessary for, continuous collector and local streets in both east-west and north-south directions in each concession block, in all new urban [developments](#), including [New Community Areas](#) to ensure an integrated finer grid street network is developed.

6.3.45 That within Lot 29 and Lot 30 Concession 6, City of Vaughan, implementing local official plans and [secondary plans](#) for the lands shall include policies to protect the Future Highway 413 Transportation Corridor, to the satisfaction of the Province. These policies may include provisions for the phased release of lands, without amendment to the Plan, if such release does not preclude or predetermine the implementation of the transportation facilities within the Corridor.

6.3.46 To require local municipalities to include Official Plan policies to plan and implement, including land takings necessary for, mid-block crossings of 400-series highways, as shown on [Map 11](#). The location of the mid-block crossing on Highway 400 between Kirby Road and the King Vaughan boundary is conditional upon the alignment of the Future Highway 413 Transportation Corridor, and will be determined through an [Environmental Assessment](#) process.

6.3.47 To require local municipalities to include new local streets and shared private roadway systems in emerging infill areas within secondary, block and tertiary plans to:

- a. Consolidate access along Regional roads;
- b. Minimize the use of cul-de-sacs, dead-ends which inhibit infill [development](#) from integrating with existing communities; and
- c. Implement a street network that supports the delivery of emergency services.

6.3.48 To plan and coordinate cross-boundary transportation needs and to improve connectivity among transportation systems and modes with adjacent municipalities and appropriate agencies.

6.3.49 That an Individual [Environmental Assessment](#) will be undertaken for the unopened road allowance of Teston Road between Dufferin Street and Keele Street which will include a comprehensive network analysis and environmental impact assessment to determine a preferred transportation strategy in the corridor.

6.3.50 That Regional streets, which support [Agricultural Areas](#) be designed to support the movement of farm-related vehicles and equipment.

6.3.51 That [infrastructure](#) is permitted in all land use designations, and [key natural heritage features](#) and [key hydrologic features](#), where the [infrastructure](#) provisions of the applicable Provincial plan have been met. Demonstrated need for a project and conformity with the applicable Provincial plan will be assessed and included as part of an [Environmental Assessment Act](#) process. If an [Environmental Assessment Act](#) process does not apply, the requirements of the applicable Provincial plan will be met through [Planning Act](#), [Condominium Act](#), [Local Improvement Act](#), or other applicable approval processes.

6.3 MOVING PEOPLE and GOODS

GOODS MOVEMENT

An interconnected, efficient and multi-modal goods movement network is integral to York Region's economic vitality. York Region's manufacturing and logistics sectors serve both Canadian and American markets and require a transportation network that links all modes of goods movement. York Region's transportation system should allow for efficient goods movement that has regard for the sensitivities of residents and different land uses. As York Region continues to grow, it is increasingly important that lands surrounding major goods movement corridors be reserved for employment activities that require heavy truck and rail traffic. The policies of this section provide a comprehensive approach to movement of goods throughout York Region and beyond.

► **Objective:** *To promote a linked and efficient network for goods movement that supports economic vitality and minimizes conflicts with sensitive land uses.*

GOODS MOVEMENT POLICIES:

It is the policy of Council:

6.3.52 To work with the Province, local municipalities, and surrounding jurisdictions to plan for, protect and promote an interconnected and efficient *multimodal* goods movement network that links local municipalities, *Employment Areas* and surrounding areas, utilizing freight-supportive *infrastructure* (Provincial highways, airports, Regional streets and rail corridors) to meet current and future needs.

6.3.53 To avoid locating land uses that are sensitive to noise and vibration in proximity to *rail facilities*. If avoidance is not possible, appropriate design and buffering from *sensitive land uses* is required to protect the long-term viability of such facilities, in accordance with provincial guidelines.

6.3.54 To focus freight-intensive land use to areas well served by major highways, airports, *rail facilities* and marine facilities, and encourage freight and logistics uses to locate in clusters that create synergies within the goods movement industry.

6.3.55 To work with local municipalities to direct activities that require heavy truck traffic to locate in areas near and adjacent to Provincial highway interchanges, and to protect land in those locations for that purpose.



6.3 MOVING PEOPLE and GOODS

6.3.56 To support an interconnected and efficient system for goods movement through:

- a. The completion of the 400-series highway network, including the Future Highway 413 Transportation Corridor, Highway 400-404 link (Bradford By-pass), the Highway 427 Extension, and the Highway 404 Extension; and,
- b. The addition of 400-series highway interchanges, mid-block crossings, interchange ramp extensions, and overpasses.

6.3.57 To recognize that Provincial highways and Regional roads are generally corridors for goods movement.

6.3.58 To direct the movement of hazardous goods to rail and roadways outside of the Urban Area and Towns and Villages to minimize risks and ensure the safe and efficient movement of goods, where possible.

6.3.59 That integrated planning for growth management, including goods movement and transportation planning will, support and enhance the *Agricultural System* to ensure uses and *infrastructure* are compatible with *agricultural uses*, where possible in terms of size, scope and impact.

6.3.60 To protect grade separation of railways and major streets, where required.

AIRPORTS

Convenient access to air travel facilities provides an important economic advantage to businesses and can contribute to the quality of life of residents. Through the Plan York Region supports airport infrastructure within the Greater Toronto and Hamilton Area and maintaining efficient transportation connections, including transit, to nearby airport facilities. It is important to ensure that new development does not conflict with the operations of the proposed Pickering Airport. The policies of this section provide direction for existing and future airport infrastructure and transportation links throughout York Region and beyond.

Objective: *To support strong airport infrastructure within the Greater Toronto and Hamilton Area, while minimizing conflicts between airport operations and surrounding lands.*



6.3 MOVING PEOPLE and GOODS

AIRPORTS POLICIES:

It is the policy of Council:

6.3.61 To encourage and support the Province and Federal government, local municipalities, the Greater Toronto Airports Authority, airline companies and airport operators to provide airline and airport services to the Greater Toronto and Hamilton Area that meet the needs of York Region's residents and businesses.

6.3.62 To encourage the continued operation of the Toronto Buttonville Municipal Airport, until such time that services can be met by another nearby facility.

6.3.63 To support efficient transportation connections, including transit, streets and rail, from York Region to both Toronto Pearson International Airport and the proposed Pickering Airport.

6.3.64 To comply with the *Aeronautics Act*, which provide that buildings and structures in the vicinity of airports shall not interfere with airport operations and the movement of air traffic, which may cause a potential aviation safety hazard.

6.3.65 That the planning of land uses in the vicinity of existing and planned airports are to be undertaken so that the long-term operation and economic role is protected.

6.3.66 To ensure that *development* of residential or other *sensitive land uses* will occur in accordance with any Provincial and Federal requirements to protect existing and planned airports.

6.3.67 That the Toronto Buttonville Municipal Airport lands are designated for business park use in the City of Markham Official Plan, including permission to operate an airport. When airport operations at the Buttonville Airport cease, the significant majority of the subject lands shall be retained for business park use, and the balance for a mix of urban uses. The City of Markham, in consultation with York Region, will determine the details of the final extent of employment designation through an implementing *secondary plan* process.

The re-use of the Airport site is intended to generate a range of quality employment opportunities and expand upon the number of jobs planned for the site.

6.3.68 To encourage the Federal government and other government agencies to locate airport facilities for the de-icing of aircraft and the management of de-icing fluid run-off outside of *Wellhead Protection Areas* (WHPAs) where the facilities would be located in a *significant drinking water threat* area.

6.4 WATER and WASTEWATER SERVICING



York Region is committed to providing water and wastewater services to its communities that are safe, well managed, sustainable and delivered in a financially responsible manner, in addition to ensuring that the Region's environment is protected and enhanced. It is York Region's goal that the delivery of works and services be integrated with York Region's other infrastructure, planning, and growth management responsibilities.

Without direct access to the Great Lakes, York Region relies on agreements with the City of Toronto, and the Regions of Durham and Peel to provide the safe and effective delivery of water and wastewater services to the Urban Area. There are two main sources of drinking water in York Region: surface water from Lake Ontario and Lake Simcoe and a limited amount of groundwater from aquifers located within York Region. Holistically managing our water sustainably supports strong, vibrant communities, comprehensive watershed planning and healthy environments.

Through the York Region One Water approach, York Region will sustainably meet the water needs of communities by considering all of York Region's water resources. These include a number of valuable resources such as drinking water, wastewater, recycled water, rainwater and stormwater to be managed holistically, collaboratively and sustainably.

Objective: *To deliver safe, clean drinking water and provide long-term water and wastewater services that are safe, well-managed, and sustainable.*

WATER and WASTEWATER SERVICING POLICIES:

It is the policy of Council:

6.4.1 To provide reliable water and wastewater services to residents and businesses to ensure continuing community well-being and the economic vitality of York Region.

6.4.2 To apply the objectives and policies of the Water and Wastewater Master Plan to support the implementation of the Regional water and wastewater network in partnership with local municipalities and other stakeholders.

6.4.3 That the provision of appropriate water and wastewater *infrastructure* and servicing capacity is coordinated with plans of subdivision, plans of condominium, site plans or any other *development* applications by local municipalities in order to ensure services are available prior to occupancy.

6.4.4 That planning efforts for municipal water and wastewater treatment facilities and *infrastructure* are coordinated with surrounding jurisdictions and shall be in accordance with Provincial regulations, guidelines, standards and procedures and where possible minimize and mitigate any potential adverse affects from odour, noise and other contaminants.

6.4 WATER and WASTEWATER SERVICING

6.4.5 To provide full municipal water and wastewater servicing to accommodate growth and maintain continual service in the Urban Area identified on *Map 1*.

6.4.6 To supply the Urban Area and Towns and Villages with municipal water from the Great Lakes, Lake Simcoe or from groundwater sources, or combination thereof, subject to the restrictions of the Greenbelt Plan, Lake Simcoe Protection Plan, *Clean Water Act*, or other Provincial plans and statutes.

6.4.7 That where the protection of public health is an issue, in areas of existing groundwater contamination as determined by a Medical Officer of Health, and where full municipal water and wastewater services is not planned, available, or feasible in such an area, and cannot be provided, private communal water supply and wastewater treatment systems may be considered for existing residential development. Consideration of private communal systems shall be reviewed in the context of applicable Regional Guidelines, Provincial plan policies suitable administrative, engineering, environmental and financial arrangements to the satisfaction of York Region and the Province.

6.4.8 That employment uses may be permitted on an interim basis to use *private communal water services* and/or *private communal sewage services*, where full municipal services are planned, subject to the following:

- a. That for employment uses operating on *private communal water services* and/or *private communal sewage services*, when full municipal services are made available, the *development*, at no cost to York Region, shall connect to the municipal service system based upon an agreeable timeframe as determined by York Region;
- b. That the private communal system shall be designed to the satisfaction of York Region for future connection to full municipal services as part of the municipal system;
- c. That an economic/fiscal impact is submitted to the satisfaction of York Region to confirm that the proposed *development* will have no financial burden on York Region;
- d. That a servicing justification report be prepared to the satisfaction of York Region to consider and evaluate alternative servicing options have been considered and evaluated in terms of, but not limited to alternative locations, where full municipal services exist or are planned;
- e. That an *environmental impact study* and/or *Agricultural Impact Assessment* have been submitted to the satisfaction of York Region to ensure that environmental and agricultural impacts have been addressed and that the private communal water and/or wastewater services are suitable;
- f. That all agreements and approvals required to provide *private communal water services* and/or *private communal sewage services*, planning and/or *development* agreements for applications shall be in place before or form part of *development* approval for applications submitted under the *Planning Act*;
- g. That any proposal must comply with all applicable Provincial legislation and Plans; and
- h. That within the Lake Simcoe Protection Plan area, it can be demonstrated that the private communal system does not add phosphorus loadings to the *watershed* in accordance with the Lake Simcoe Protection Plan.

6.4.9 That where municipal services exist outside of settlement areas within an existing municipal servicing area boundary as defined by the *environmental assessment*, connection to a municipal service may be permitted for only existing or permitted uses subject to the submission of suitable studies, administrative and financial arrangements to the satisfaction of York Region.

6.4.10 To require local official plans to identify to the extent possible Regional wells, water and wastewater treatment plants, *private communal water* and *sewage systems* and appropriate buffer areas according to Provincial guidelines.

6.4.11 That where local official plans permit minor infill in Towns and Villages and *Hamlets* on private individual wastewater systems consistent with current Provincial guidelines, these systems will be permitted only if it can be demonstrated to the local municipality that there are no adverse impacts on soil, surface or groundwater quality and quantity, and in accordance with applicable policies in the South Georgian Bay Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans.

6.4 WATER and WASTEWATER SERVICING

6.4.12 To achieve water balance in compliance with the Great Lake Charter and the Great Lake Charter Annex by ensuring that all *infrastructure* planning decision-making processes manage intra-basin transfer to within permitted quantity and water removed from the Great Lakes is returned at an equivalent or better quality.

6.4.13 That *development* within Towns and Villages identified on *Map 1* will occur on the basis of full municipal water and wastewater treatment services where such facilities currently exist or where expansion of such facilities is deemed fiscally and environmentally feasible by York Region. For existing or previously approved *development* in Towns and Villages, municipal water and wastewater treatment services will be continued where feasible and in keeping with the provisions of local official plans and the Plan.

6.4.14 That all improvements or new water and wastewater *infrastructure* systems shall conform to the applicable Provincial plans including the source protection plans.

6.4.15 That the construction or expansion of partial services is prohibited in the Oak Ridges Moraine unless it has been deemed necessary to address a serious health or environmental concern identified by the Medical Officer of Health or other designated authority.

6.4.16 That the planning and design of water and wastewater *infrastructure* will consider potential impacts from climate change.

6.4.17 To provide high-quality, safe, and clean drinking water while protecting surface and groundwater resources by:

- a. Meeting and exceeding water quality standards defined by the *Safe Drinking Water Act*;
- b. Identifying source water protection areas;
- c. Protecting the drinking water supply through source water protection strategies defined by the *Clean Water Act*;
- d. Protecting and enhancing York Region's system of lakes, rivers and streams;
- e. Ensuring groundwater use sustains the long-term health of aquifers; and
- f. Maintaining and updating the groundwater monitoring program.

6.4.18 To protect surface water quality by addressing both point and non-point sources of pollution in partnership with local municipalities and conservation authorities.

6.4.19 That the location of new municipal sewage system *infrastructure*, wherever possible, shall be located outside of the vulnerable areas within a *Wellhead Protection Area* or *Intake Protection Zone* where it would be identified as a *significant drinking water threat*. Specific types of sewage *infrastructure* may not be permitted where the activity is identified as a *significant drinking water threat* in accordance with the South Georgian Bay Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans.

6.4.20 To require local municipalities to implement mandatory connection to municipal wastewater systems, where they exist, in vulnerable areas of a *Wellhead Protection Area* and/or *Intake Protection Zone* where individual on-site sewage systems have been identified as a *significant drinking water threat*.

6.4.21 Local municipalities, developers, and public agencies shall work toward reducing the amount of inflow and infiltration in both local and Regional wastewater systems consistent with Regional programs and standards.

6.4.22 To ensure that wastewater effluent is managed to minimize impacts on the quality of the receiving water body and Regional *infrastructure*.

6.4.23 That water and wastewater systems be sized to consider the potential for expansion of the service area, intensification and increased servicing allocation where permitted by the York Region Official Plan, York Region Master Plans, local municipal official plans and Provincial plans.

6.4.24 That mapping updates to the *Wellhead Protection Areas* and *Intake Protection Zone* that are consistent with applicable Provincial plans and source water protection plans do not require an amendment to the Plan.

6.4 WATER and WASTEWATER SERVICING

WELLHEAD and INTAKE PROTECTION

Wellhead Protection Areas are zones around wells where land uses must be planned to protect the quality and quantity of the water supply. Intake Protection Zones are zones established to protect the quality and quantity of water entering lake based municipal water supply facilities. In these areas, it may be necessary to restrict or even prohibit certain land uses due to their potential to impact drinking water quality and quantity.

The policies of the Plan support both the approved Credit Valley, Toronto and Region and Central Lake Ontario Protection Plan, as well as the South Georgian Bay Lake Simcoe Source Protection Plan in order to address threats to drinking water quality and quantity. This section contains source protection policies regarding highly vulnerable aquifers, significant groundwater recharge areas and recharge management areas and the Wellhead Protection Areas and Intake Protection Zones as shown on [Map 6](#).

➤ **Objective:** *To ensure that municipal water quality and quantity is protected from incompatible land uses.*

WELLHEAD and INTAKE PROTECTION POLICIES:

It is the policy of Council:

6.4.25 That *Wellhead Protection Areas* and *Intake Protection Zones* are shown on [Map 6](#).

6.4.26 To require local municipalities to update official plans and zoning by-laws to incorporate *Wellhead Protection Area* and *Intake Protection Zone* policies and mapping as necessary.

6.4.27 To protect the quality and quantity of Regional water supply from incompatible uses and sources of contamination with the Province, local municipalities and conservation authorities by implementing Source Protection Plans.

Wellhead Protection Areas and Intake Protection Zones



6.4 WATER and WASTEWATER SERVICING

It is the policy of Council:

6.4.28 That applications for any land use, except low density residential, in *Wellhead Protection Areas* A, B, C and *Intake Protection Zone* 1 will require a Section 59 notice pursuant to the *Clean Water Act*, issued by the Risk Management Official as part of the complete application requirements under the *Planning Act*, *Condominium Act*, and *Building Code Act*.

6.4.29 That applications for *development* and/or *site alteration* proposed within *Wellhead Protection Areas* A, B, C and *Intake Protection Zone* 1 as identified on *Map 6* are subject to the provisions of the Credit Valley, Toronto and Region and Central Lake Ontario and South Georgina Bay Lake Simcoe Source Protection Plans and certain land use activities may be prohibited.

6.4.30 To update wellhead studies and modeling as necessary to address substantial changes and refine the location and extent of *Wellhead Protection Areas* and *Intake Protection Zones* for municipal drinking water supplies. Changes to *Wellhead Protection Areas* and *Intake Protection Zones* or policies will require an amendment to the Plan.

6.4.31 That in *Wellhead Protection Areas* A, B, C, D and *Intake Protection Zone* 1, a *Source Water Impact Assessment and Mitigation Plan* will be prepared and approved prior to the establishment of new land uses that involve the storage or manufacture and/or handling of:

- a. Petroleum-based fuels and or solvents;
- b. Pesticides, herbicides, fungicides or fertilizers;
- c. Chlorinated solvents;
- d. Construction equipment;
- e. Inorganic chemicals;
- f. Road salt and contaminants;
- g. The generation and storage of hazardous waste or liquid industrial waste, and waste disposal sites and facilities;
- h. Organic soil conditioning sites and the storage and application of agricultural and non-agricultural source organic materials;
- i. Snow storage and disposal facilities;
- j. Tailings from mines; and
- k. Dense non-aqueous phase liquids (DNAPLs).

6.4.32 That where certain land use activities are prohibited, the expansion or redevelopment of existing incompatible activities within *Wellhead Protection Areas* A, B, C and D is subject to an approved *Source Water Impact Assessment and Mitigation Plan*.

6.4.33 That redevelopment of incompatible activities, as outlined in policy 6.4.32, within *Wellhead Protection Areas* and *Intake Protection Zones* to more compatible uses is encouraged subject to an approved *Source Water Impact Assessment and Mitigation Plan*.

6.4 WATER and WASTEWATER SERVICING

6.4.34 That proposed geothermal systems are subject to the following:

- a. Geothermal systems are prohibited within *Wellhead Protection Areas* (WHPA) A and B with a vulnerability score of 8 or higher;
- b. Only horizontal closed-loop geothermal systems are permitted within the WHPA-B where the vulnerability score is 6 or less, subject to Regional approval;
- c. Notwithstanding policies a and b, within *Wellhead Protection Areas*, the entirety of the geothermal systems shall be above the municipal aquifer;
- d. Notwithstanding policies a and b, geothermal systems are permitted in WHPAs, and future planned municipal water systems where potable drinking water site condition standards can be demonstrated to the satisfaction of York Region; and
- e. Notwithstanding policies a and b, within WHPAs and where future planned municipal water systems have been identified by York Region, proposed geothermal systems as part of a *Planning Act*, *Condominium Act*, and *Building Code Act* application, shall only be permitted if approved by York Region.

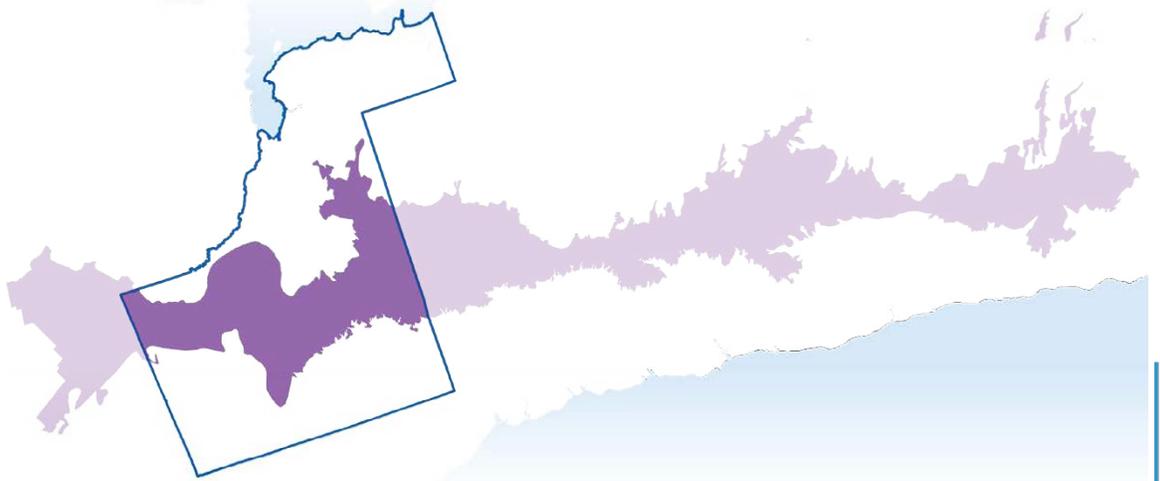
ON the OAK RIDGES MORaine:

6.4.35 That notwithstanding policy 6.4.31, within *Wellhead Protection Areas*, new land uses which involve the storage, manufacture of materials or uses detailed in 6.4.31 are prohibited where they pose a *significant drinking water threat*, in accordance with the requirements of the CTC and SGBLS Source Protection Plans.

6.4.36 That in WHPA-A, the 0-to-2 year time of travel zone, or IPZ-1 as shown on *Map 6*, new storage of animal manure, undertaking of animal agriculture and the storage of agricultural equipment for other than personal or family use, is prohibited.

6.4.37 To assist local municipalities in the review and approval of site management and contingency plans as required by the Oak Ridges Moraine Conservation Plan to ensure that land uses do not pose a *significant threat* to Regional wells.

The Oak Ridges Moraine within York Region



6.5 STORMWATER MANAGEMENT

Stormwater is precipitation (mainly rainwater and snow) that falls on the ground surface and then partly runs off overland (runoff), infiltrates into the ground (infiltration), and evaporates or transpires through vegetation and plants. Areas with less vegetation and more paved/hard surface produce increased amount of runoff and less infiltration. Increased runoff causes flooding and erosion risks in downstream watercourses and communities. Increased runoff also carries high contaminant loads and causes increased water temperatures, which degrade the quality of streams, rivers, lakes, and fisheries and terrestrial habitats.

Areas with more vegetation and less hard surfaces produce less runoff and increase infiltration of stormwater, thereby reducing flooding and erosion risks and increasing recharge of groundwater systems which make water available for wells and baseflow in streams. In addition, projected impacts of climate change are expected to pose challenges due to significant shifts in weather patterns, especially in storm frequency and intensity. These challenges include earlier snowmelt, more frequent extreme rainfall events, and increased flood risks. As such, comprehensive and effective stormwater management is required and vital for sustainability of the environment including streams, rivers, lakes, and fisheries and terrestrial habitats.

The policies of this section provide for planning for new stormwater management facilities based on comprehensive watershed/subwatershed plans. In addition, when retrofitting existing or designing new stormwater management facilities, the impacts of climate change should also be taken into consideration. The One Water Approach should be fully implemented with the use and reuse of stormwater for water supply purposes with the ultimate goal of reducing water taking from watersheds and reducing the amount of runoff and effluent that is returned to waterbodies.

➤ **Objective:** *To ensure the careful management of stormwater through the use of innovative techniques and relevant guidelines and best practices.*

STORMWATER MANAGEMENT POLICIES:

It is the policy of Council:

6.5.1 To support and work in partnership with local municipalities, the Province, conservation authorities and other agencies in the implementation of stormwater management initiatives and guidelines to protect the natural environment, manage hazards and reduce risk.

6.5.2 That new stormwater management facilities be designed to reduce the risk of contaminating drinking water, and where possible direct the discharge of stormwater outside of *Wellhead Protection Areas* and *Intake Protection Zones*, where the activity is identified as a *significant drinking water threat* in accordance with applicable policies in the South Georgian Bay Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans. Specific types of stormwater management facilities may not be permitted where the activity is identified as a *significant drinking water threat* in accordance with the South Georgian Bay Lake Simcoe and the Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plans.

6.5 STORMWATER MANAGEMENT

6.5.3 To require that *development* and *site alteration* proposals meet applicable stormwater management policies, guidelines and best practices.

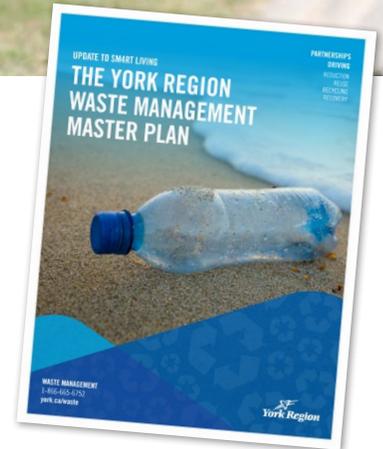
6.5.4 That local municipalities require that stormwater management works be built, maintained and financially sustained for the life of the asset in accordance with applicable legislation and guidelines to ensure that they function as designed.

6.5.5 To work with local municipalities and the conservation authorities in the preparation and implementation of comprehensive stormwater management master plans or equivalent, informed by *watershed* planning.

6.5.6 That all comprehensive *secondary plans* prepared by local municipalities and implemented in cooperation with York Region and related agencies shall include urban stormwater management approaches.

6.5.7 That *development* take an integrated and innovative approach to stormwater management, be water efficient, and minimize, or where possible, prevent increases in stormwater volumes, contaminant loads and changes in water balance and maximize infiltration through an integrated treatment approach.

6.6 WASTE MANAGEMENT



Strong waste management policies are key to achieving the visionary goal of the SM4RT Living Waste Management Master Plan - a world in which nothing goes to waste. York Region is taking a sustainable approach to waste management with policy and programming guided by 4R hierarchy of reduce, reuse, recycle and recover.

York Region and local municipalities are committed to providing leadership through partnering, innovating and inspiring change. The policies outlined in this section assist in implementing the SM4RT Living Plan.

The SM4RT Living Plan has the following visionary goal – A world in which nothing goes to waste.

In pursuing the visionary goal, York Region and its nine local municipalities will take as their mission – Leading the way through partnering, innovating and inspiring change.

The efforts of York Region and local municipalities will be guided by three main objectives:

- › Successfully navigate legislative changes: Responding flexibly and using legislative changes to continually improve SM4RT Living.
- › Use resources and infrastructure more strategically to achieve SM4RT Living: Focusing efforts, innovating and improving coordination to create a more seamless, cost effective system and do more with available resources.
- › Inspire people across York Region to embrace SM4RT Living and advance the circular economy: Value of partners and pioneers in igniting the uptake of SM4RT Living and the circular economy across our communities.

Objective: *To achieve an efficient waste management system that minimizes material entering the waste stream, and is managed in the most economically efficient, environmentally sensitive and socially responsible manner.*

WASTE MANAGEMENT POLICIES:

It is the policy of Council:

6.6.1 To achieve the waste management reduction and diversion targets identified in the SM4RT Living Waste Management Plan.

6.6.2 To work with local municipalities, Province and federal government to advance the circular economy and full extended producer responsibility.

6.6 WASTE MANAGEMENT

Extended producer responsibility

Extended producer responsibility is an environmental policy approach in which a producer's responsibility for a product is extended to the post-consumer stage of a product's life cycle.

Canadian Council of Ministers of the Environment

It is the policy of Council:

6.6.3 To pursue partnerships and establish agreements in collaboration with local municipalities to define roles and obligations in managing system performance, managing shared resources and *infrastructure*, optimizing efficiencies and achieving the goals and objectives of the SMART Living Waste Management Plan.

6.6.4 To support and require local municipalities to include standards for waste diversion, material storage and collection that maximize diversion and align with provincial direction, in the approval process for new multi-residential *developments*.

6.6.5 To work with local municipalities to require existing multi-unit residential buildings to provide convenient access to three-stream waste diversion programs and incorporate additional specialized programs where opportunities exist, such as batteries and electronic waste.

6.6.6 To encourage the industrial, commercial and institutional sectors to develop waste reduction programs that support York Region's move to the circular economy.

6.6.7 To require local official plans to identify all known closed and active waste disposal facilities and provide policies for *development* within or on lands in close proximity to such sites, and their future rehabilitation, in accordance with provincial guidelines and legislation.

6.6.8 To prohibit new waste disposal sites within the Regional Greenlands System as identified on *Map 2*.

The Circular Economy



6.7 ENERGY and UTILITIES

Connections to a wide range of both public and private utility networks, including facilities and corridors are required for the transmission of electricity, gas, broadband and communication/telecommunication services, and to sustain a high standard of living in York Region. It is important that these networks have regard for potential impacts on the surrounding area, including existing communities and the natural environment.

As York Region grows, additional utility infrastructure will be integrated with innovative technologies, renewable energy systems and energy conservation practices. It is the intent of the Plan to utilize best practices for energy use and demand management, as set out in this section.

➤ *Objective: To demonstrate leadership in energy conservation and innovation, and to encourage the coordinated, efficient and safe integration of utilities to better serve residents and businesses.*

ENERGY and UTILITIES POLICIES:

It is the policy of Council:

6.7.1 To work with municipalities and the province to identify and protect existing and planned utility corridors as determined through the *Environmental Assessment Act* process where applicable or identified in Provincial plans to support expected growth within York Region and its neighbouring municipalities.

6.7.2 To require local official plans to identify and protect utility corridors including the Future Highway 413 Corridor and the proposed Highway 400-404 link (Bradford By-pass) for long-term servicing needs, including and in compliance with corridors identified in Provincial plans.

6.7.3 That local municipalities identify and include policies to protect existing and planned TransCanada Pipelines and facilities in accordance with the following:

- a. Early consultation with the utility provider;
- b. That *development* within 200 metres of its pipelines and within 750 metres of a compressor station should be undertaken to ensure TransCanada Pipelines can assess potential impacts and provide recommendations to avoid adverse impacts; and,
- c. That notwithstanding policy 6.7.7, use of rights-of-way should be limited to municipal open space uses.

6.7.4 To coordinate the provision of services and encourage the integration of utilities work with corporations, commissions, and government agencies responsible for the regulation, transmission and delivery of utilities.

6.7.5 To require underground installation of utilities, where feasible, in *New Community Areas* and strategic growth areas, and to encourage buried utilities in the balance of York Region.

6.7.6 To require local municipalities to engage cellular service providers early in the *development* process, to facilitate the integration of cellular transmission facilities with new buildings.

6.7 ENERGY and UTILITIES

6.7.7 To encourage complementary uses on utility corridors, such as trails, transit, commuter parking, community gardens, *low-impact development* and appropriate vegetation.

6.7.8 To require local municipalities to develop broadband policies that support implementation of emerging technologies, advanced telecommunications and open access conduit on all existing and future municipal roads and within subdivisions.

6.7.9 To engage and collaborate with local municipalities, local utilities and other stakeholders in the provision of energy conservation, demand management, district energy, alternative energy systems, renewable energy systems and local generation.

6.7.10 To demonstrate leadership in energy efficiency and the use of *renewable energy systems* and *alternative energy systems* in York Region operations, by supporting the implementation of York Region Corporate Energy Conservation and Demand Management Plan.

6.7.11 To encourage on-site *alternative energy systems* and *renewable energy systems* for residential, commercial, institutional and industrial buildings and to work with local municipalities on design requirements.

6.7.12 That renewable energy projects and *alternative energy systems* shall be permitted throughout the Region in accordance with provincial and federal requirements, and that these permissions be incorporated into local official plans and zoning by-laws. Local municipalities shall specify in more detail where renewable projects will be permitted. Ground-mounted solar facilities are permitted in the Agricultural Area and the Holland March Specialty Crop Area, only as an *on-farm diversified use*.

6.7.13 To promote shared rights-of-way and encourage the co-location of linear *infrastructure* and coordinate efforts with surrounding jurisdictions and municipalities to minimize land requirements and increase the efficiency of utility construction and maintenance, where appropriate.